

Church, Leeds, and St. David's, Merthyr Tydvil.—The alteration of the interior appearance of St. Catherine's Church, Bath, the repair of the nave and chancel, &c., are in progress.—Tenders for the erection of new vagrant wards and a hospital for the Bridgewater Union Workhouse having been advertised for, the following were received:—

Critchett and Coles	£1,870 0
Tottle and Long	1,862 0
Hurford	1,850 0
Horsford, Dykes, and Jarman	1,840 0
Robertson, Bristol	1,738 15
Wainwright (accepted)	1,635 0

The architect, Mr. Down, to have 5 per cent. on the contract, for his plan, and superintending the carrying on of the work. With reference to this enlargement, the *Bridgewater Times* objects to the appointment of clerk of the works, which, according to our contemporary, has been conferred by the architect on a Mr. Hutchings, 'an unfortunate competitor in disguise,' and, moreover, 'a guardian for the poor,' also 'a man in easy circumstances,' who is said to have offered, for the sake of the clerk's salary of 30s. a week, to 'suspend his duties as a guardian during the erection of the building,' but who 'is dismissed' from these duties. Such doings have recently occurred in the midst of the scramble for even the litter of the good things of the Irish Board of Works, but they are by no means English either in origin or example.—An 'extensive and important improvement' is about to be carried out at Plaislow, in the form of a square of 'elegant houses' in the Broadway.—The water in the Severn, at Tewkesbury, is so low since the 'improvements' were carried out, that barges cannot reach it in dry seasons, and 'the greatest portion of the fine large basin there is now almost as dry as a turnpike-road.' The Avon, too, is thus discovered from all navigable intercourse with the Severn, and even between Gloucester and Worcester the latter is only rendered passable in the midst by dredging machines.—Arrangements are now being made at Worcester for the improvement of All Saints' Church, by the removal of the houses in front of it.—St. John the Baptist's Church, Toxteth-park, Liverpool, has been reopened, after various repairs and alterations had been effected, such as the replacement of rickety pews, the substitution of asphalt floors on cast-iron sleepers, the ventilation of the underground region, and the painting of the walls. The congregation have for these purposes subscribed, according to the *Albion*, a sum little short of 650l.—A spacious entrance to the Victoria Market, Manchester, has been opened from Victoria-street, and the interior has been altered and repaired, and, according to the *Advertiser*, considerably improved.—A church and school, says a Blackburn paper, are now erecting near to Marsden Hall, and towards which the Misses Walton have contributed 1,000l., besides the sites.—A distemper painting, supposed to have been executed 400 years since, has been discovered during the repair of the chancel of St. Martin's Church, Leicester. Some 'curious monuments of the taste and piety of our forefathers' have also been uncovered during the restoration of Ditchingham Church, Norfolk, the interior of which appears to have been profusely decorated with paintings. The new seats in this church are of oak, and the pulpit is of Caen stone.—The style adopted in the new church at Banktop, Darlington, the foundation-stone of which was laid on the 10th instant, is the first pointed. There are to be neither pews nor galleries. A painted window has been subscribed for by the wife of Mr. Hudson, M.P.—At Craigmark, Ayrshire, where there are rich mines of black lead iron ore and coal ready for working, nearly 100 dwellings for miners have been erected, with every attention to comfort and neatness, together with a school-house, store-house, &c. The Dalmellington Iron-works are also progressing within view of Craigmark, and a bleak and barren district is on the eve of conversion into a busy scene of industry, to which the opening of the Ayr Railway will afford every requisite convenience for crowning with success the enterprise of Messrs. Houldsworth and Hodgson.—Thenew 'free' church at Oban was opened on the 29th ult. The plan of this church, 'which, in its style of architecture,' says a Greenock paper, 'is,

we believe, quite unique in Scotland, was furnished by Mr. Cousin of Edinburgh, at the request of Lord Breadalbane.—The Irish National Glass Company is said to have proved a 'ruinously profitless' undertaking.

ST. MARK'S CHURCH, KINGSHOLM, GLOUCESTER.

We mentioned the consecration of this building, which took place on the 31st ultimo. We are now able to subjoin a few additional particulars. The foundation-stone was laid by the Dean of Gloucester, on the 26th of March, 1846. The site for this church was purchased out of the funds of the Diocesan Church Building Association, for the sum of 300l. It is calculated to hold 600 persons, and the whole of the sittings are entirely free. The plan of the church consists of a nave internally 67 feet long by 18 feet wide; north and south aisles, 55 feet long by 12 feet wide; a tower adjoining the west end of the south aisle, thereby leaving the western gable of nave exposed to view, and which tower is internally 10 feet square, the height being 58 feet, finished on the top with a slender broach spire, ribbed at the angles, the total height together being 120 feet. The chancel attached to the nave is 16 feet by 24 feet, having a vestry on the north side 9 feet by 10 feet. The total length internally from east to west is 93 feet 6 inches; and total width across nave and aisles together 47 feet. The height of nave to point of roof is 41 feet. The walls of the church are built of white free stone, in rough work pecked over, with dressed and tooled quoins, window and door jambs, mouldings, &c. The stone was supplied from three various quarries in the neighbourhood of Gloucester. The weather-stone being had from the quarries at Hampton Common and at Box, near Bath. The roofs, open sittings, and western gallery, are all constructed out of deal, and stained. The pulpit and font are of Painawick free-stone. The gangways and floors between the seats, and the chancel are paved with plain red, black, and buff floor-tiles, arranged in patterns. The aisles are separated from the nave by stone pillars (alternately octagon and round) and arches, upon which the clerestory to nave is carried. The whole of the principal roof-timbers spring from stone corbels from the side walls; and the clerestory windows are placed between each of the bays of nave roof. The eastern window, presented by the rural dean, is filled with stained glass, executed by Willement; the four lancets also, in the chancel, with stained glass, by Rogers, of Worcester, and all are the gifts of private individuals. The western doorway is another gift. The font was presented by the architect, Mr. F. Niblett. The style of the church is early English. The contractors for this church were Mr. Ashbee, builder, of Kingscote, and Mr. Matthew Cholerton, of Quiddeley.

Several beautiful embossed fragments of vases and other pottery, as well as of glass, coins, tokens (in copper), besides bones of animals, were excavated in digging for the foundation walls; these relics, now in the possession of the architect, are said to be principally of Roman origin.

ST. ANDREW'S CHURCH, LANOTON, LINCOLNSHIRE.—On Tuesday in last week, this edifice was consecrated by the Lord Bishop of the diocese. The building was commenced in March, 1845, Sir H. Dymoke, Bart., laying the corner stone; and it was opened for divine service in November last. It is of the perpendicular style of architecture, and consists of a south porch, nave and chancel, with a small pulpit and vestry turret, with a gable to the west. It has a high pitched roof, surmounted with floriated crosses. The ashlar stone is from Ancaster. The stones for the wall were dug from the ruins of Stixwold Abbey. The pulpit is of Caen stone, the gift (together with the stall heads) of the architect, Mr. Stephen Lewin, of Boston. The seats are open benches of foreign wood, stained (as is all the other wood-work) of the colour of dark oak. The east window of the chancel is of three lights, of stained glass, the work of Ward and Nixon, from a design of the Rev. C. Terrot, a member of the committee. The church was built by public subscription, aided by a grant from the Church Building Society, and all the sittings, 200 in number, are free and unappropriated.

ARRANGEMENTS FOR THE PREVENTION OF FIRES

IN SHEERNESS DOCKYARD.

SIR,—On perusing one of your valuable papers, THE BUILDER, dated some months back, I observed in an article on the supply of water for extinguishing fires, that experiments were in progress at Liverpool for fixing hose and jet-pipes in a system of water-pipes, giving also an account of the water-pipes in the Dockyard at Portsmouth.

Having some months since been at Sheerness, and seen the arrangements at that establishment for the prevention of fire, that have been in use for these fifteen years, and, I believe, excel all others that have been constructed in any part of the kingdom, I beg to give you the following outline of them.

In the first place, there are two steam-engines of fifty-horse power for pumping the water out of the docks by common lift-pumps, but so arranged that the same pump-works can be attached in about a minute to four force-pumps, capable of throwing fifteen tons of water per minute over any building in the yard; or to the top of a first-rate man-of-war's mast. The water is conveyed by a system of cast-iron pipes of twelve and nine inches bore, having double-way fire-cocks or plugs for attaching the hose to, at from ten to two hundred feet intervals, according to the locality. These lines of pipes are provided with stop-cocks, that should any part burst or give way, the water can be stopped and directed by another course, or the whole of the force or quantity may be thrown into one place, or deviated into other districts. These pipes are also provided with large air-vessels at different parts, so as not only to regulate and keep up a constant supply, but to protect the pipes from the shock of impulse, by the sudden shutting off of any of the cocks, while in operation. Some idea may be formed of the power and effect of this system, by the fact, that to allow the full force to one of these pipes, it requires the united strength of four men to hold the hose and jet pipe, and that the stream will tear off the plates on a roof, and pour the whole quantity into the house or building, while at the same time the jet may be regulated to the power of one man.

There is also another provision made, a line or system of pipes of the same dimension, and in the same course, for the supply of water from a reservoir of 1,000 tons, over the same engine-house, 40 feet high, and which can in an instant be discharged over any part of the establishment. These pipes are more particularly for supplying fire-engines, but so contrived that, by shutting one cock and opening another, the water can be used by the force pump of the steam-engine.

The steam is continually kept up, and an engineer is in attendance, so that at any hour of the night, on the alarm of fire being given, the engines have merely to be started, and the water is forced to any locality the fire might be raging, whereby the delay that generally occurs, and consequently the fire increasing, is obviated. Engineers who may be engaged in the construction of such works, will save much time and study by a few hours' inspection of this excellent contrivance of hydraulic machinery.—I am, Sir, &c.,

St. Nicholas-street, Ipswich, A. M.
Sept. 17th, 1847.

FINE ARTS AT THE LONDON MECHANICS' INSTITUTION.—An exhibition of drawings and modelling executed by the members and students of the modelling human figure and landscape drawing classes of the London Mechanics' Institution, will take place on Monday, September 27th, and remain open the whole of the week, to commence at 8 o'clock, p.m., and close at 4 past 10, p.m. We are asked to mention this as a contradiction to "those who think that the Mechanics of London have no brains to generate new forms either of beauty or usefulness, and are unable to assist those who are above them in art."

IRON BRIDGES ON RAILWAYS.—The commissioners recently appointed to inquire into the application of iron in railway structures held their first meeting at Grosvenor-house, on Saturday last: present—Lord Wrottesley, Professor Willis, M.A.; Capt. Henry James, R.E.; Eaton Hodgkinson, Esq.; and the secretary, Lieut. Douglas Galton, R.E.